AMENDMENTS TO THE CLAIMS:

Claims 1-5 (cancelled)

6. (New) An electrically-operated steering lock device comprising:

a lock bolt structure including

(i) a first lock bolt pivotally supported on one radial side and in the vicinity of a steering shaft, and having a protruding piece to be engaged on an inner peripheral side thereof with an engagement surface of a receiving portion of the steering shaft, and

(ii) a second lock bolt pivotally supported on another radial side and in the vicinity of the steering shaft, and having a protruding piece to be engaged on an inner peripheral side thereof with another engagement surface of the receiving portion of the steering shaft; and

an actuating device for actuating only said first lock bolt so as to pivot said first lock bolt from a protruding position, at which said protruding piece of said first lock bolt is positioned within the receiving portion of the steering shaft, to a retreat position, at which said protruding piece of said first lock bolt is not positioned within the receiving portion of the steering shaft,

wherein said first lock bolt and said second lock bolt are constructed and arranged such that

(i) said second lock bolt is pivoted, along with said first lock bolt being pivoted to the protruding position, to a corresponding protruding position, at which said protruding piece of said second lock bolt is positioned within the receiving portion of the steering shaft, whereby the steering shaft becomes locked via said inner peripheral side surface of said first lock bolt engaging the engagement surface of the receiving portion and via said inner peripheral side surface of said second lock bolt engaging the another engagement surface of the receiving portion, and

(ii) said second bolt is pivoted, along with said first lock bolt being pivoted via said actuating device to the retreat position, to a corresponding retreat position, at which said protruding piece of said second lock bolt is not positioned within the receiving portion of the steering shaft, whereby the steering shaft becomes unlocked via said inner peripheral side surface of said first lock bolt moving away from the engagement surface of the receiving portion and via said inner peripheral side surface of said second lock bolt moving away from the another engagement surface of the receiving portion, and wherein said second lock bolt is not actuated by an actuating device.

7. (New) The electrically-operated steering lock device according to claim 6, wherein

said protruding piece of said first lock bolt has a sloped surface on an outer peripheral side thereof so as to prevent interference between said sloped surface and a surface of the receiving portion, and

said protruding piece of said second lock bolt has a sloped surface on an outer peripheral side thereof so as to prevent interference between this sloped surface and a surface of the receiving portion.

8. (New) The electrically-operated steering lock device according to claim 6, further comprising:

a coupling mechanism for allowing said second lock bolt to be pivoted in response to pivoting of said first lock bolt, and

wherein said actuating device comprises a cam member having

(i) a first cam wall surface for causing said first lock bolt to pivot from the protruding position to the retreat position, and holding said first lock bolt at the protruding position, and

(ii) a second cam wall surface for causing said first lock bolt to pivot from the retreat position to the protruding position, and holding said first lock bolt at the protruding position.

9. (New) The electrically-operated steering lock device according to claim 8,

wherein said coupling mechanism comprises a recess extending from an end surface of said first lock bolt and a protrusion extending from said second lock bolt, with said recess being constructed and arranged to receive said protrusion such that said first lock bolt becomes coupled with said second lock bolt.

10. (New) The electrically-operated steering lock device according to claim 9, wherein

said first lock bolt has on said inner peripheral side thereof an acceptance surface for accepting torque of the steering shaft in a direction generally orthogonal to a pivotal direction of said first lock bolt, and

said second lock bolt has on said inner peripheral side thereof an acceptance surface for accepting torque of the steering shaft in a direction generally orthogonal to a pivotal direction of said second lock bolt.

11. (New) The electrically-operated steering lock device according to claim 10, further comprising:

a spring for biasing said cam member in a direction toward a lock position; and

a rotor having an engagement portion to be brought into contact with one end side of the spring so as to cause said cam member to rotate toward the lock position via said spring, said rotor to be driven by a motor so as to bring said engagement portion of said rotor into contact with said one end side of said spring,

wherein when said first lock bolt is unable to be actuated so as to pivot to the protruding position, said spring absorbs movement of said rotor and biases said cam member toward the lock position.

12. (New) The electrically-operated steering lock device according to claim 11, wherein

said protruding piece of said first lock bolt has a sloped surface on an outer peripheral side thereof so as to prevent interference between said sloped surface and a surface of the receiving portion, and

said protruding piece of said second lock bolt has a sloped surface on an outer peripheral side thereof so as to prevent interference between this sloped surface and a surface of the receiving portion.

13. (New) The electrically-operated steering lock device according to claim 8, wherein

said first lock bolt has on said inner peripheral side thereof an acceptance surface for accepting torque of the steering shaft in a direction generally orthogonal to a pivotal direction of said first lock bolt, and said second lock bolt has on said inner peripheral side thereof an acceptance surface for accepting torque of the steering shaft in a direction generally orthogonal to a pivotal direction of said second lock bolt.

14. (New) The electrically-operated steering lock device according to claim 8, further comprising:

a spring for biasing said cam member in a direction toward a lock position; and

a rotor having an engagement portion to be brought into contact with one end side of the spring so as to cause said cam member to rotate toward the lock position via said spring, said rotor to be driven by a motor so as to bring said engagement portion of said rotor into contact with said one end side of said spring,

wherein when said first lock bolt is unable to be actuated so as to pivot to the protruding position, said spring absorbs movement of said rotor and biases said cam member toward the lock position.

15. (New) The electrically-operated steering lock device according to claim 6, wherein

said first lock bolt has on said inner peripheral side thereof an acceptance surface for accepting torque of the steering shaft in a direction generally orthogonal to a pivotal direction of said first lock bolt, and

said second lock bolt has on said inner peripheral side thereof an acceptance surface for accepting torque of the steering shaft in a direction generally orthogonal to a pivotal direction of said second lock bolt.

16. (New) The electrically-operated steering lock device according to claim 6, wherein

the engagement surface of the receiving portion faces the another engagement surface of the receiving portion such that when said protruding piece of said first lock bolt is engaged on said inner peripheral side thereof with the engagement surface, and said protruding piece of said second lock bolt is engaged on said inner peripheral side thereof with the another engagement surface, said inner peripheral side of said protruding piece of said first lock bolt and said inner peripheral side of said protruding piece of said second lock bolt are not directed toward one another.

17. (New) The electrically-operated steering lock device according to claim 16, wherein

said protruding piece of said first lock bolt has a sloped surface on an outer peripheral side thereof so as to prevent interference between said sloped surface and a surface of the receiving portion, and

said protruding piece of said second lock bolt has a sloped surface on an outer peripheral side thereof so as to prevent interference between this sloped surface and a surface of the receiving portion.

18. (New) The electrically-operated steering lock device according to claim 16, further comprising:

a coupling mechanism for allowing said second lock bolt to be pivoted in response to pivoting of said first lock bolt, and

wherein said actuating device comprises a cam member having

(i) a first cam wall surface for causing said first lock bolt to pivot from the protruding position to the retreat position, and holding said first lock bolt at the protruding position, and

(ii) a second cam wall surface for causing said first lock bolt to pivot from the retreat position to the protruding position, and holding said first lock bolt at the protruding position.

19. (New) The electrically-operated steering lock device according to claim 18,

wherein said coupling mechanism comprises a recess extending from an end surface of said first lock bolt and a protrusion extending from said second lock bolt, with said recess being constructed and arranged to receive said protrusion such that said first lock bolt becomes coupled with said second lock bolt.

20. (New) The electrically-operated steering lock device according to claim 19, wherein

said first lock bolt has on said inner peripheral side thereof an acceptance surface for accepting torque of the steering shaft in a direction generally orthogonal to a pivotal direction of said first lock bolt, and

said second lock bolt has on said inner peripheral side thereof an acceptance surface for accepting torque of the steering shaft in a direction generally orthogonal to a pivotal direction of said second lock bolt.

21. (New) The electrically-operated steering lock device according to claim 20, further comprising:

a spring for biasing said cam member in a direction toward a lock position; and

a rotor having an engagement portion to be brought into contact with one end side of the spring so as to cause said cam member to rotate toward the lock position via said spring, said rotor to be driven by a motor so as to bring said engagement portion of said rotor into contact with said one end side of said spring,

wherein when said first lock bolt is unable to be actuated so as to pivot to the protruding position, said spring absorbs movement of said rotor and biases said cam member toward the lock position.

22. (New) The electrically-operated steering lock device according to claim 21, wherein

said protruding piece of said first lock bolt has a sloped surface on an outer peripheral side thereof so as to prevent interference between said sloped surface and a surface of the receiving portion, and

said protruding piece of said second lock bolt has a sloped surface on an outer peripheral side thereof so as to prevent interference between this sloped surface and a surface of the receiving portion.

23. (New) The electrically-operated steering lock device according to claim 18, wherein

said first lock bolt has on said inner peripheral side thereof an acceptance surface for accepting torque of the steering shaft in a direction generally orthogonal to a pivotal direction of said first lock bolt, and said second lock bolt has on said inner peripheral side thereof an acceptance surface for accepting torque of the steering shaft in a direction generally orthogonal to a pivotal direction of said second lock bolt.

24. (New) The electrically-operated steering lock device according to claim 18, further comprising:

a spring for biasing said cam member in a direction toward a lock position; and

a rotor having an engagement portion to be brought into contact with one end side of the spring so as to cause said cam member to rotate toward the lock position via said spring, said rotor to be driven by a motor so as to bring said engagement portion of said rotor into contact with said one end side of said spring,

wherein when said first lock bolt is unable to be actuated so as to pivot to the protruding position, said spring absorbs movement of said rotor and biases said cam member toward the lock position.

25. (New) The electrically-operated steering lock device according to claim 16, wherein

said first lock bolt has on said inner peripheral side thereof an acceptance surface for accepting torque of the steering shaft in a direction generally orthogonal to a pivotal direction of said first lock bolt, and

said second lock bolt has on said inner peripheral side thereof an acceptance surface for accepting torque of the steering shaft in a direction generally orthogonal to a pivotal direction of said second lock bolt.